

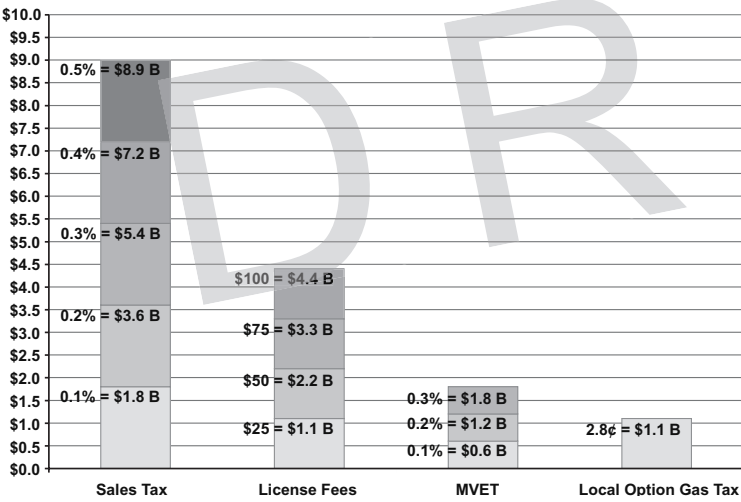
Summary of Investment Levels

	Investment Levels		
	A	B	C
King County			
Corridors	\$5,007	\$6,617	\$11,522
Transit	400	2,200	3,900
King County Total	\$5,407	\$8,817	\$15,422
Pierce County			
Corridors	\$1,643	\$2,210	\$3,009
Transit	250	250	250
Pierce County Total	\$1,893	\$2,460	\$3,259
Snohomish County			
Corridors	\$1,642	\$2,052	\$2,052
Transit	200	330	330
Snohomish County Total	\$1,842	\$ 2,382	\$2,382
Three County Total	\$9,142	\$13,659	\$21,063

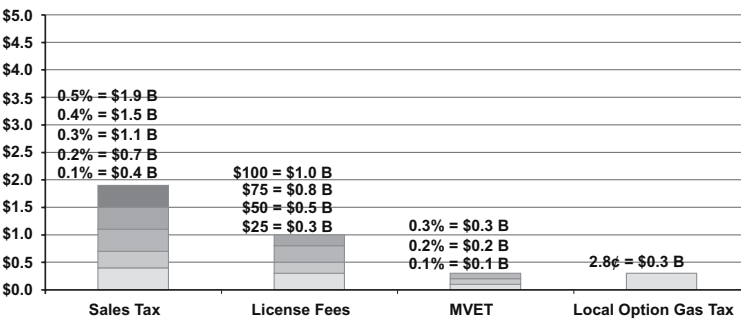
To fund the investment levels, funding options must be selected and combined to achieve the desired level.

Funding Options (Fifteen Year Total)

All Three Counties • Billions of Dollars



Pierce County



All funding levels based on leveraging revenues through bond sales.
RTID is authorized to propose a sales tax up to 0.5%, Vehicle License Fees up to \$100, MVET up to 0.3%, and Local Option Gas Tax at 10% of the state gas tax rate.
Financing assumptions:
(1) RTID-only bond capacity will be used (no state bonding). If the higher levels of each tax sources are selected and combined, there will be insufficient bonding capacity from RTID alone. State Bonding will be needed.
(2) Bonds issued will be 25-year bonds with interest-only payments for five years on most bond sales.
(3) Bond sales limited so that the revenue to debt service coverage ratio remains above 1.35.
(4) A minimum balance is maintained of at least six-months debt service
Totals may not add due to rounding

Many steps are still needed to finalize the plan:

Project Costs

Project costs shown in this document are largely drawn from WSDOT’s Cost Estimate Validation Process (CEVP). Costs are shown in year of construction dollars, inflated to the mid-point of construction, based on preliminary project schedules and cash flow availability discussions with RTID. To finalize the plan, costs of selected projects will need further refinement through application of CVEP to specific project choices.

Financial Plan

The timing of funding from the selected revenue sources, including a program of periodic bond sales, must be coordinated with achievable schedules for project delivery. In other words, sources and uses of funds must be balanced at specific time intervals over the program delivery period as well as for the program as a whole. This work has not been done for the concept plan constrained in this document. Assumptions regarding revenue forecasts, bond sales timing, and debt payments must also be further refined.



An RTID Plan to Afford

WSDOT has prepared this discussion tool to help frame project choices for an RTID Plan that would achieve the following:

- Build on planning efforts currently underway in the region - Support GMA and Destination 2030
- Maintain the critical transportation infrastructure that we rely on today
- Provide additional capacity at the region’s worst traffic choke points to ease the impacts of congestion on people and freight
- Expand high capacity transit’s ability to serve current and future transporation needs
- Follow “county for county” funding equity

What’s inside and how should it be used?

This information has been prepared as a discussion tool to help frame project and finance choices for the RTID. Included are logical build-out sections for some of the region’s largest transportation projects correlating to a given level of investment within each corridor. Care has been taken to ensure that investments in each large corridor result in usable, stand-alone projects that provide benefits to the public while not precluding long-term plans within that corridor. Investment levels generally reflect the county-equity principle (money raised in a county stays in that county) with the exception of Investment Level C, which shows general overall need within each county. If Level C was selected (doubtful) then Snohomish and Pierce funding levels would increase (due to the RTID requirement that tax levels be equal across the 3-county region). Also included is finance information relative to each tax source authorized for RTID’s consideration.

Who is RTID?

Regional Transportation Investment District Planning Committee

- Council members of King, Pierce and Snohomish Counties
- Secretary of Transportation (non-voting)

Executive Board:

- Snohomish County: Gary Nelson (Chair), Dave Gossett
- Pierce County: Calvin Goings, Shawn Bunney
- King County: Dwight Pelz (Vice Chair), Rob McKenna, Cynthia Sullivan

Voters:

- Voter approval for projects and funding

What Projects are Eligible?

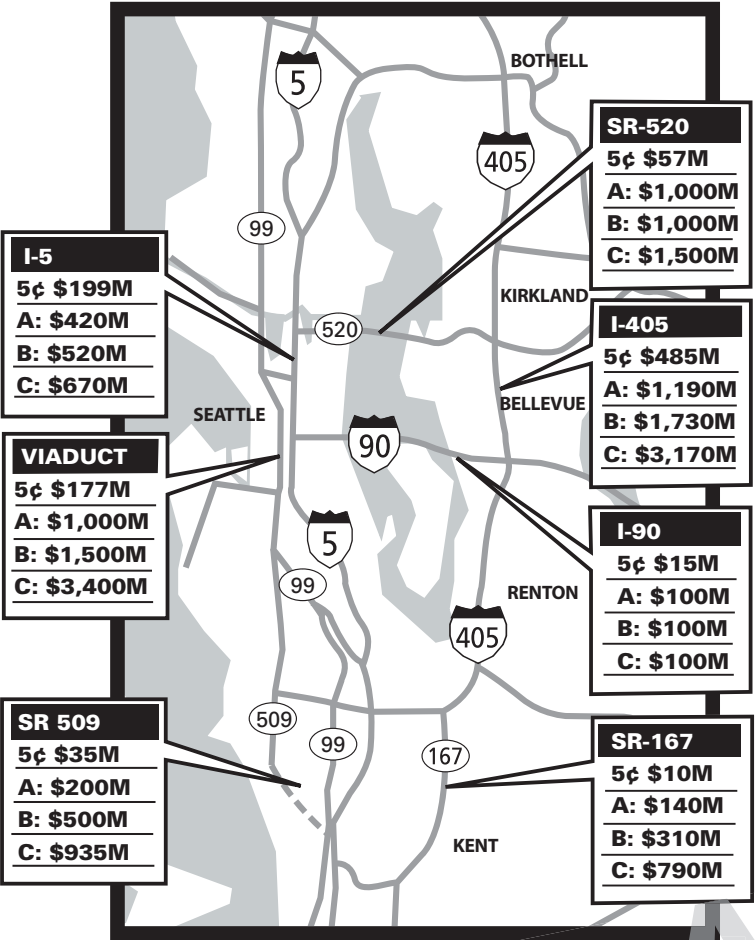
- Add lane capacity to Highways of Statewide Significance.
- Repair or replace a seismically damaged structure
- Multimodal capital improvements
- Local Arterials

What are the Accountability Requirements?

- Voters approve specific projects and funding levels.
- Specific performance criteria must be considered in choosing projects.
- Projects must be built within 20% of budget cost.
- Report annually on how the District is operating

Investment Level choices for largest King County Projects

Investment Levels • Millions of Dollars			
	A	B	C
Alaska Way Viaduct	\$1,000	\$1,500	\$3,400
I-405	\$1,190	\$1,730	\$3,170
I-90	\$100	\$100	\$100
SR 520	\$1000	\$1000	\$1500
SR 509	\$200	\$500	\$935
SR 167	\$140	\$310	\$790
I-5	\$420	\$520	\$670
Other Projects	\$450	\$450	\$450
Approaches	\$300	\$300	\$300
Non-HSS Routes	\$207	\$207	\$207



Investment Level choices under discussion for Transit* (by county)

Investment Levels • Millions of Dollars			
	A	B	C
King County Transit	\$400	\$2,200	\$3,900
Pierce County Transit	\$250	\$250	\$250
Snohomish County Transit	\$200	\$330	\$330

* Eligibility for transit operations and light rail from RTID funds is still under discussion.

Investment Levels • Millions of Dollars			
	A	B	C
Pierce	\$1,643	\$2,210	\$3,009
Snohomish	\$1,642	\$2,052	\$2,052

Alaskan Way Viaduct



Investment Level A

\$1,000 M

Includes

Replaces the southern third of the viaduct with a new at grade SR 99 (between Holgate and King St.) Includes grade crossings and ramps at Atlantic and Royal Brougham to/from SR 99.

Builds temporary ramps to tie into the existing viaduct near King St. Upgrades the Battery St. Tunnel for fire and life safety and provides remote vehicle holding areas for Colman Dock.

Performance

Reduces seismic risk in the southern third of the corridor (where poor soils are the deepest and soil liquefaction in a seismic event has higher probability).

Improves freight movement to and from the Port of Seattle through better connections to Terminal 46 SR 519 and I-90.



Investment Level B

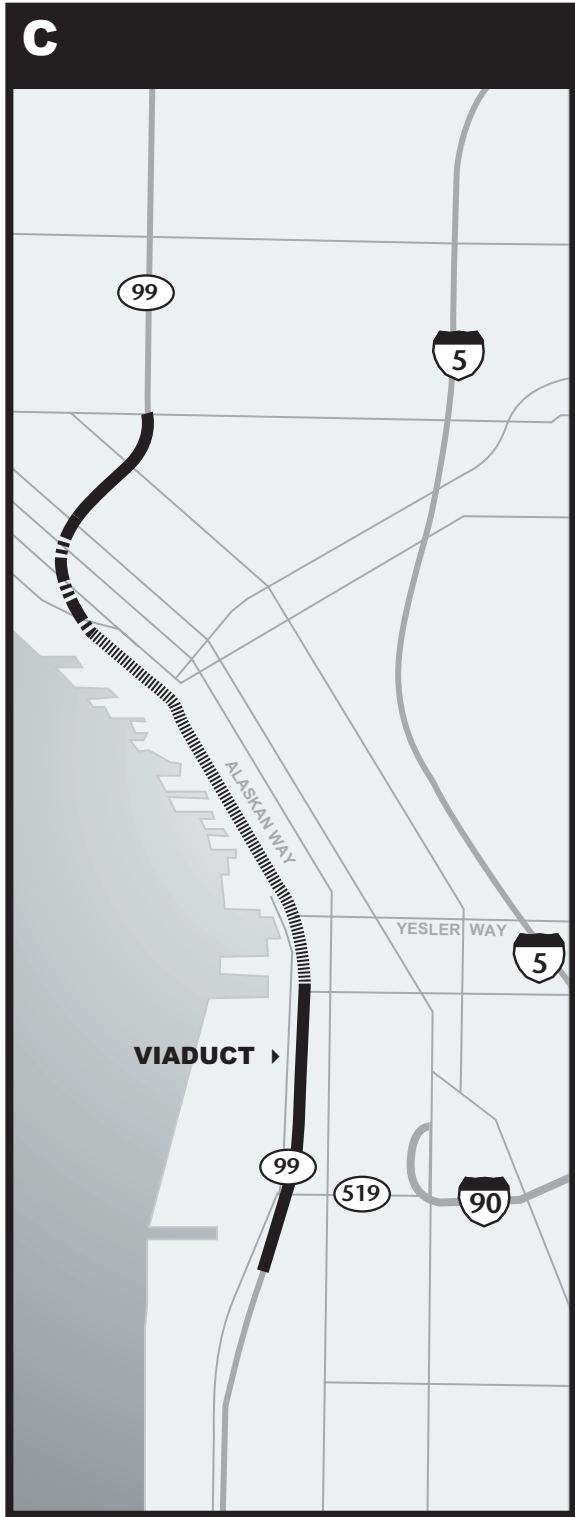
\$1,500 M

Includes

Same as “A”, plus: Retrofits the northern sixteen three-span units of the existing viaduct (from vicinity of Blanchard St. to the South portal of the Battery St. Tunnel).

Performance

Same as “A”, plus: Improves seismic and load carrying performance of the northern portion of the viaduct.



Investment Level C

\$3,400 M

Includes

Same as “A” and “B”, plus: Replaces the double deck viaduct between King St. and Blanchard St. with any of the options under consideration, except the Tunnel alternative. If the Tunnel alternative was selected as the preferred, the remaining funding gap of \$700 million would need to come from other sources. Alternatively, the bypass Tunnel could be built as the first phase of the Tunnel alternative.

Performance

Same as “A” and “B”, plus: Reduces seismic risk in the central corridor, and improves safety. Specific transportation and urban design performance varies by option.

I-405

Nickel

Investment Level - Nickel

\$485 M

Includes

Kirkland Area
Adds one new NB lane between NE 70th St. to NE 124th St. and one new SB lane between SR 522 and SR 520.

Bellevue Area
Adds one new NB lane from I-90 to SE 8th St., and one new SB lane from NE 4th to I-90, rebuilding the Wilburton Tunnel.

Renton Area
Adds one new NB lane from SR 181 (West Valley Highway) to SR 167 (Valley Freeway), and one SB lane from SR 169 (Maple Valley Highway) to SR 167.

Performance

Improves traffic flow at the three most congested choke points on I-405.

A

Investment Level A

\$1,190 M

Includes

Same as Nickel plus:

Bellevue
Builds new bridge over I-90 and SB braided ramps.

Renton
Adds one lane each direction between I-5 and the SR 181 I/C. Builds SR 167 I/C, stage one, adding one lane each direction through the I/C and two lanes each direction between SR 167 and SR 169.

Performance

Same as Nickel plus: Further improves traffic flow at the SR 167/I-405 I/C and on SR 167 from I-405 to south 180th St. Also further improves I-90/I-405 I/C operations.

B

Investment Level B

\$1,730 M

Includes

Same as “A”, plus:

Kirkland
Builds 132nd St. half diamond I/C in Kirkland, adds one lane NB from 124th to SR 522, and adds Brickyard direct access and Park and Ride lot.

Bellevue
Builds NB collector distributor between I-90 and Coal Creek.

Renton
Builds HOV direct connections from I-405 to SR 167 (to the East from/to the South).

Performance

Same as “A”, plus: Further improves traffic flow at the I-405/SR 167 I/C and along SR 167. Improves HOV and transit travel time and reliability through the SR 167/I-405 I/C.

Further improves traffic flow at the I-405/I-90 I/C. Improves access to/from Kirkland from/to I-405.

C

Investment Level C

\$3,170 M

Includes

Same as “A” and “B”, plus:

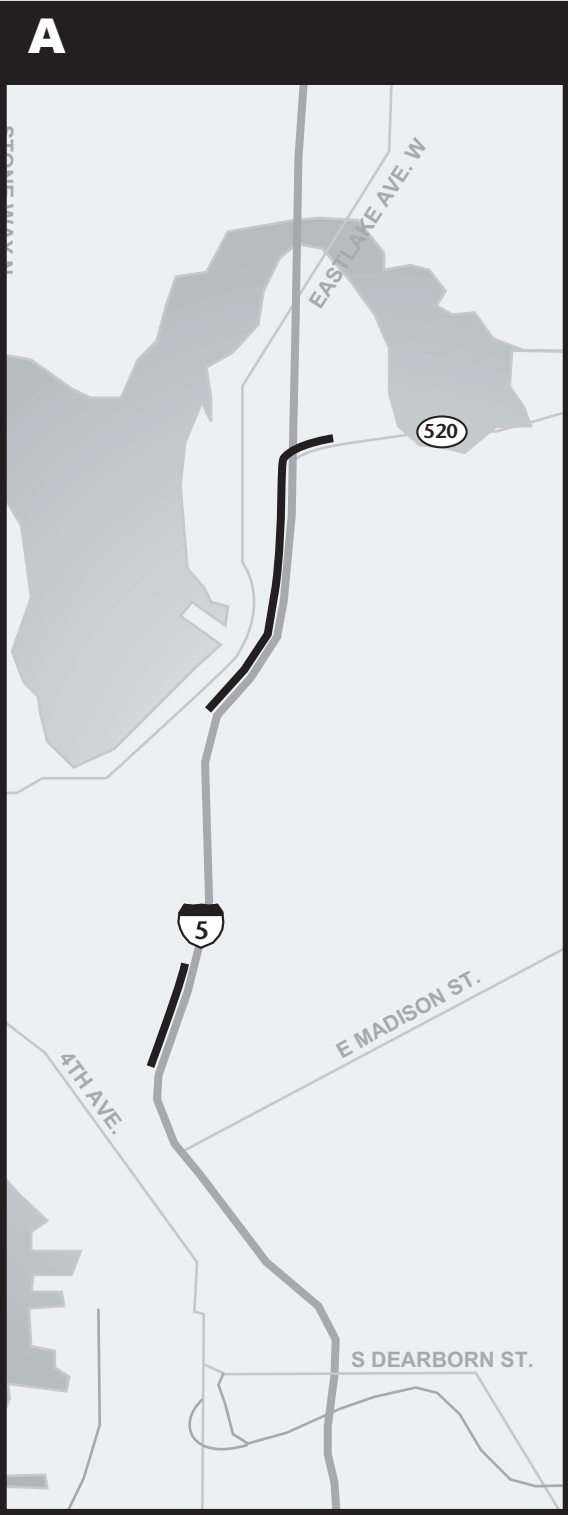
Bellevue
Builds second NB and SB lanes from I-90 to NE 4th.

Renton
Builds Park and Ride lot, and builds two NB and SB lanes from SR 169 to I-90, adds in-line station at 112th I/C area.

Performance

Same as “A” and “B”, plus: Improves traffic flow in entire I-405 corridor between I-5 (Tukwila) and SR 522. Reduces travel time, improves reliability, and compliments transit services with additional bus rapid transit coaches along with expanded vanpool program.

I-5



Investment Level A

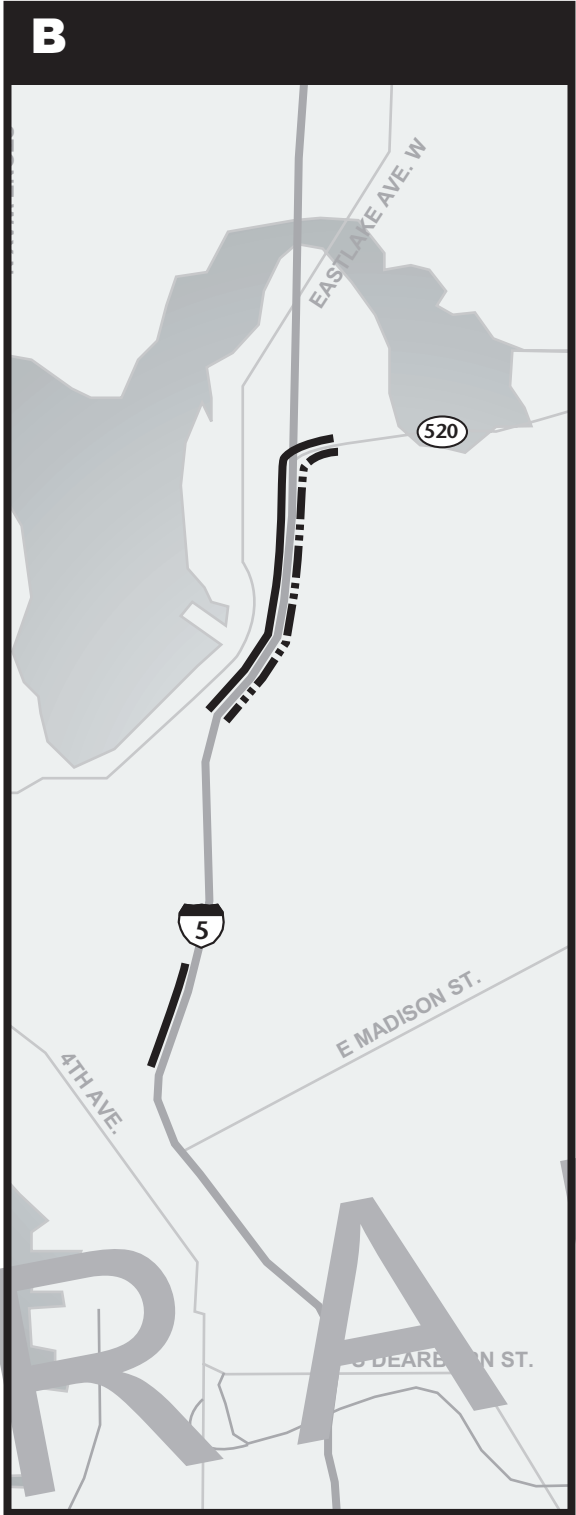
\$420 M

Includes

Constructs a new on-ramp to SB I-5 (to the outside lane) from WB SR 520 (fixes that portion of the “Mercer Weave”). Constructs roadway widening to allow for improved operation of SB I-5 south of the Convention Center.

Performance

Improves traffic flow and safety SB on I-5 between the I-5/SR 520 I/C and the Convention Center.



Investment Level B

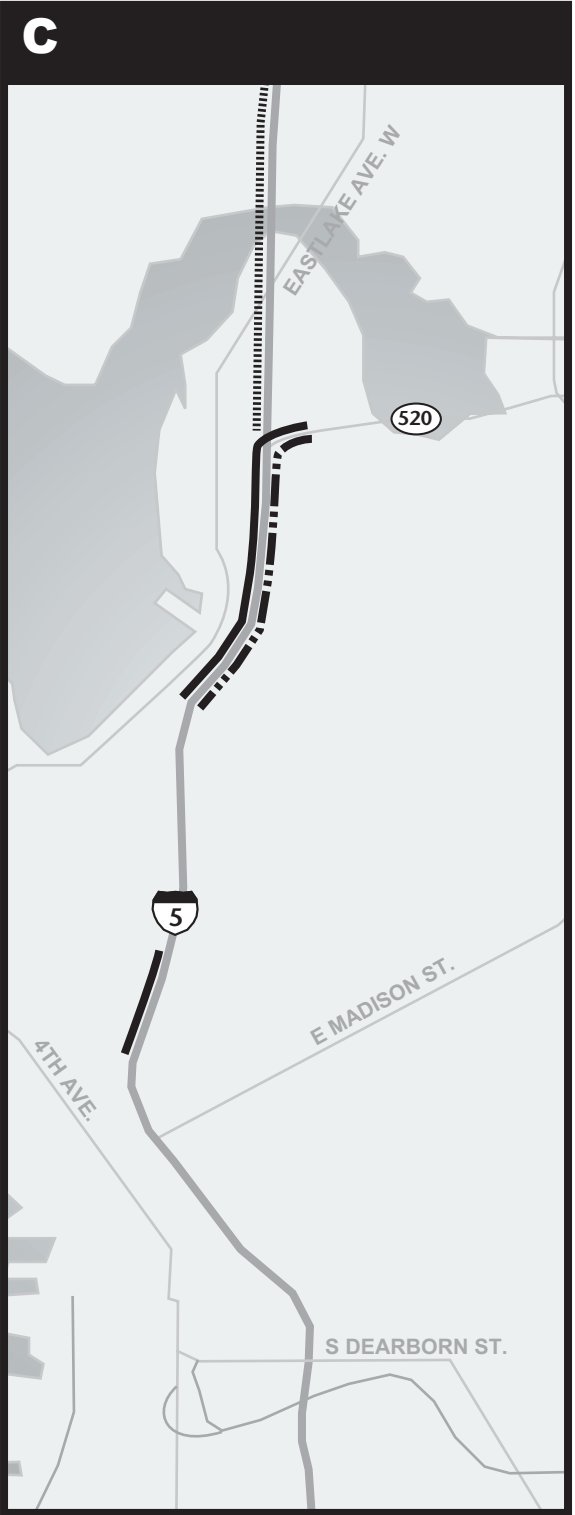
\$520 M

Includes

Same as “A”, plus:
Constructs a new on-ramp from Mercer St. to the outside of NB I-5 (fixes that portion of the “Mercer Weave”).

Performance

Same as “A”, plus:
Improves traffic flow and safety on NB I-5 between Mercer St. and the I-5/SR 520 I/C.



Investment Level C

\$670 M

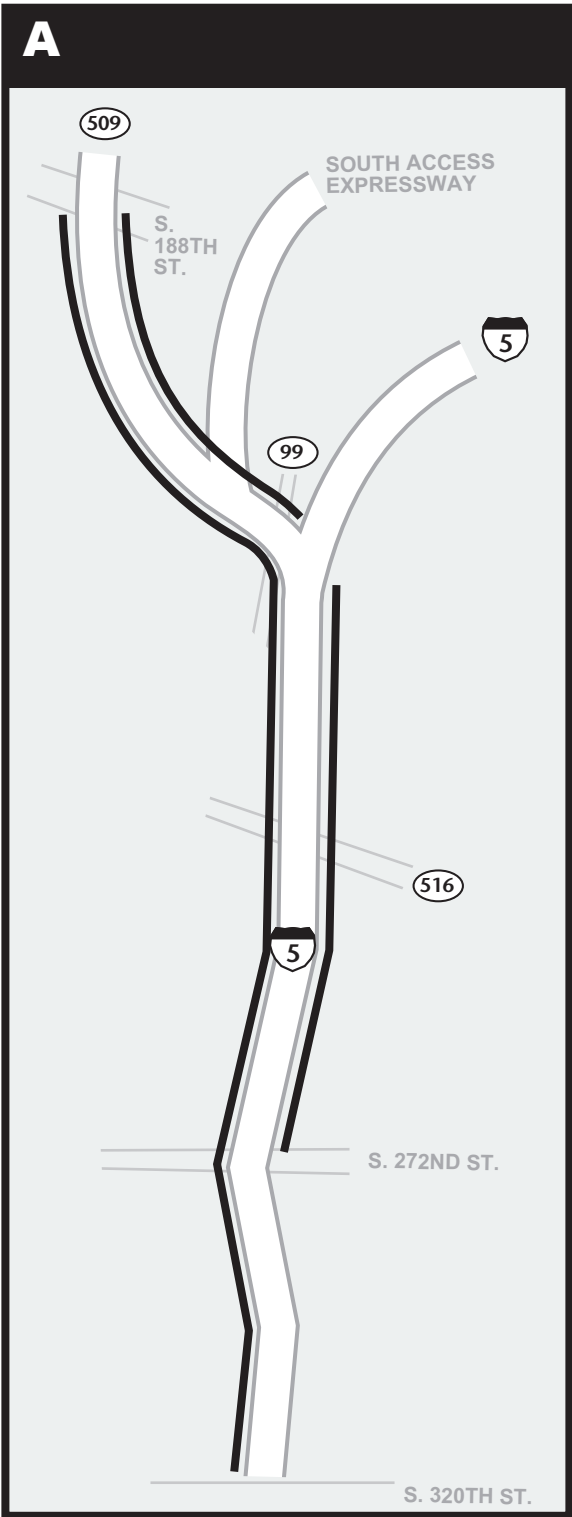
Includes

Same as “A” and “B”, plus:
Constructs new off-ramp from the outside of SB I-5 near 45th to EB SR 520 (fixes that portion of the “Ship Canal Weave”).

Performance

Same as “A” and “B”, plus:
Improves traffic flow and safety on SB I-5 between 45th St. and the I-5/SR 520 I/C.

SR 509



Investment Level A

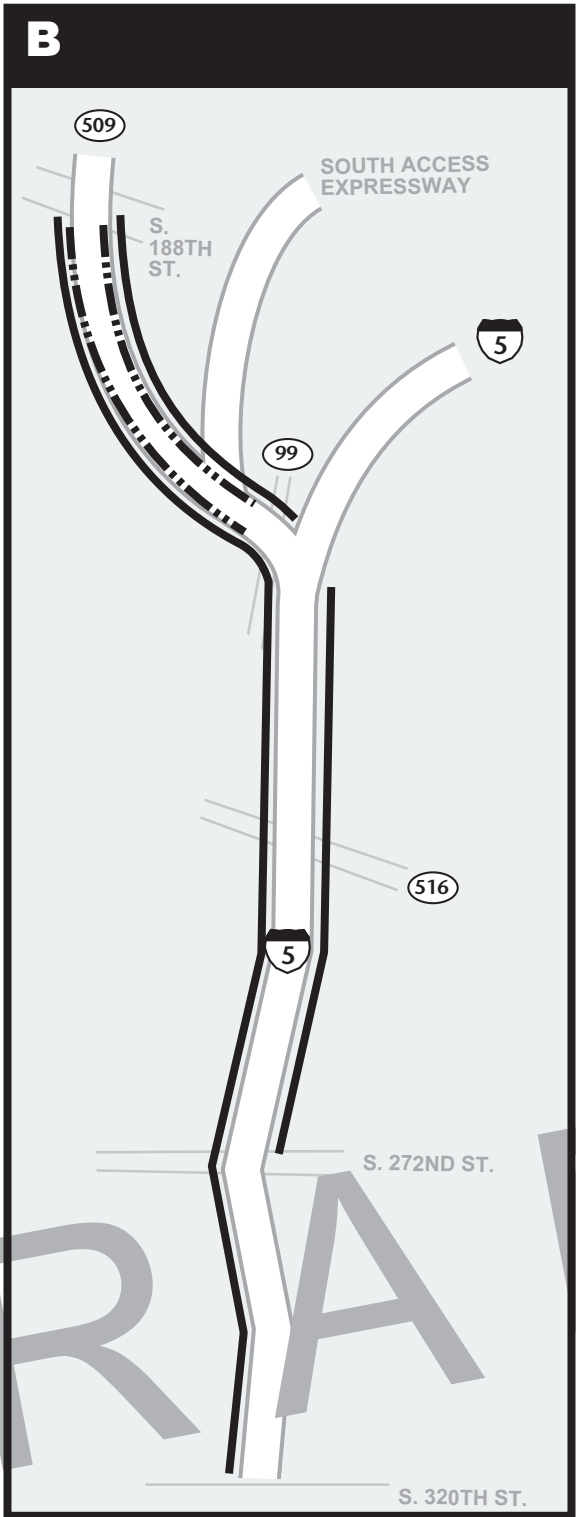
\$200 M

Includes

Purchase right-of-way and relocate utilities for the entire project. Complete the project design. Complete the required wetland mitigation. Contribute to the Des Moines Creek Basin Project (DMCBP)

Performance

Secures corridor for future roadway construction. Protects against right-of-way cost inflation.



Investment Level B

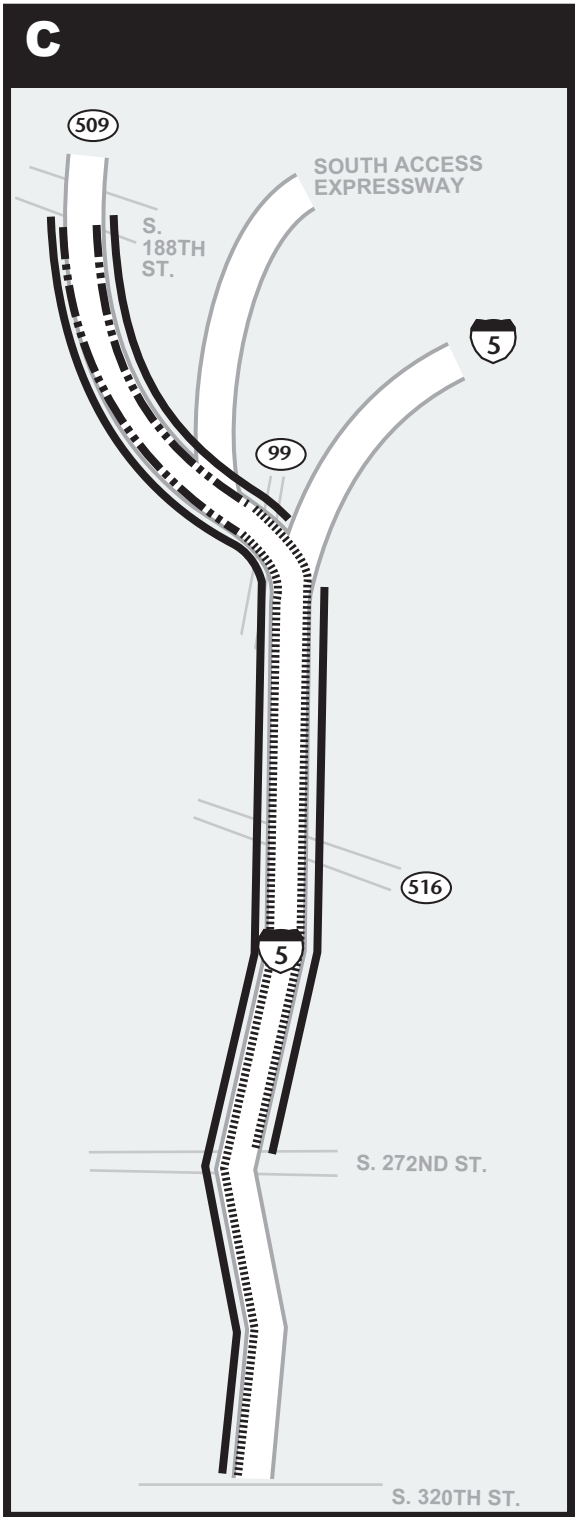
\$500 M

Includes

Same as “A”, plus:
Extend SR 509 from its current terminus at south 188th St. in SeaTac southeasterly for two miles to a temporary intersection with SR 99. Extend the Des Moines Creek Bike Path.

Performance

Same as “A”, plus:
Improves traffic flow between SR 99 and SR 509 at south 188th St. However impacts International Blvd. (SR 99 in vicinity of temporary connections to SR 509).



Investment Level C

\$935 M

Includes

Same as “A” and “B”, plus: Completes SR 509 between SR 99 and I-5 and allows for a direct southern connection to Sea-Tac International Airport. Adds new I-5/SR 509 I/C. Adds three new lanes to I-5 (two SB and one NB) between SR 516 and 272nd. Adds new lane to I-5 (SB) between S. 272nd St. and S. 320nd St.

Performance

Same as “A” and “B”, plus:
This project will reduce congestion on I-5, providing up to fifteen minutes of travel time savings from Seattle to Tacoma during peak commute times. Provides commuters a choice of routes to/from the south from/to Seattle, reduces trip distances and times. The new route provides more direct freight access to the Port of Seattle and the Duwamish industrial area. Airport access from the south will be improved, reducing traffic impacts on I-5, SR 518, and local streets surrounding Sea-Tac Airport.

SR 520



Investment Level A

\$1,000 M *

Includes

Constructs new ramp from SR 520 to I-5 reversible roadway.

Constructs new floating bridge and approach structures with wider lanes and new shoulders.

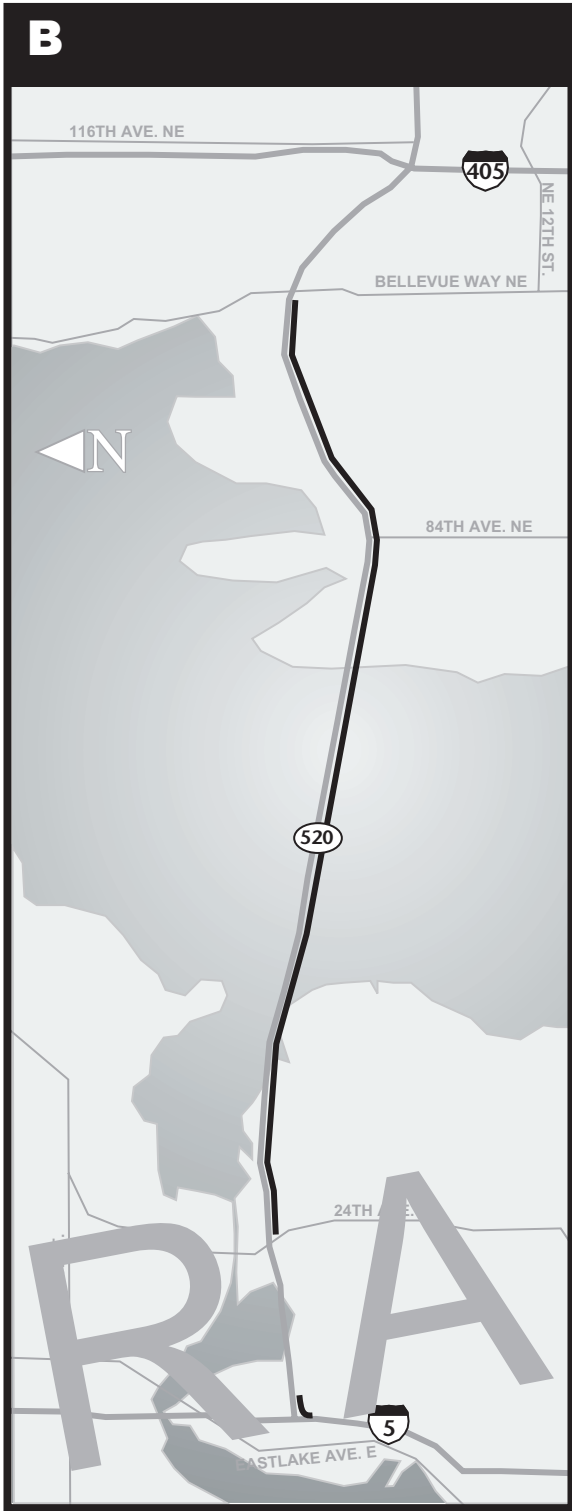
Accommodates one additional HOV/BRT lane each direction between Montlake Blvd. and Bellevue Way.

Floating Bridge accommodates High Capacity Transit (HCT).

Constructs noise walls in corridor, constructs bicycle-pedestrian facility across the lake, and constructs four (4) neighborhood connections.

Performance

Improves HOV and transit travel time through direct connection with I-5 revised roadway. Maintains critical east/west route between Seattle and Bellevue. Reduces risk of bridge and approach structure failure due to high winds or seismic events. Improves safety and travel time reliability. Accommodates new capacity in corridor including HOV, BRT and/or HCT.



Investment Level B

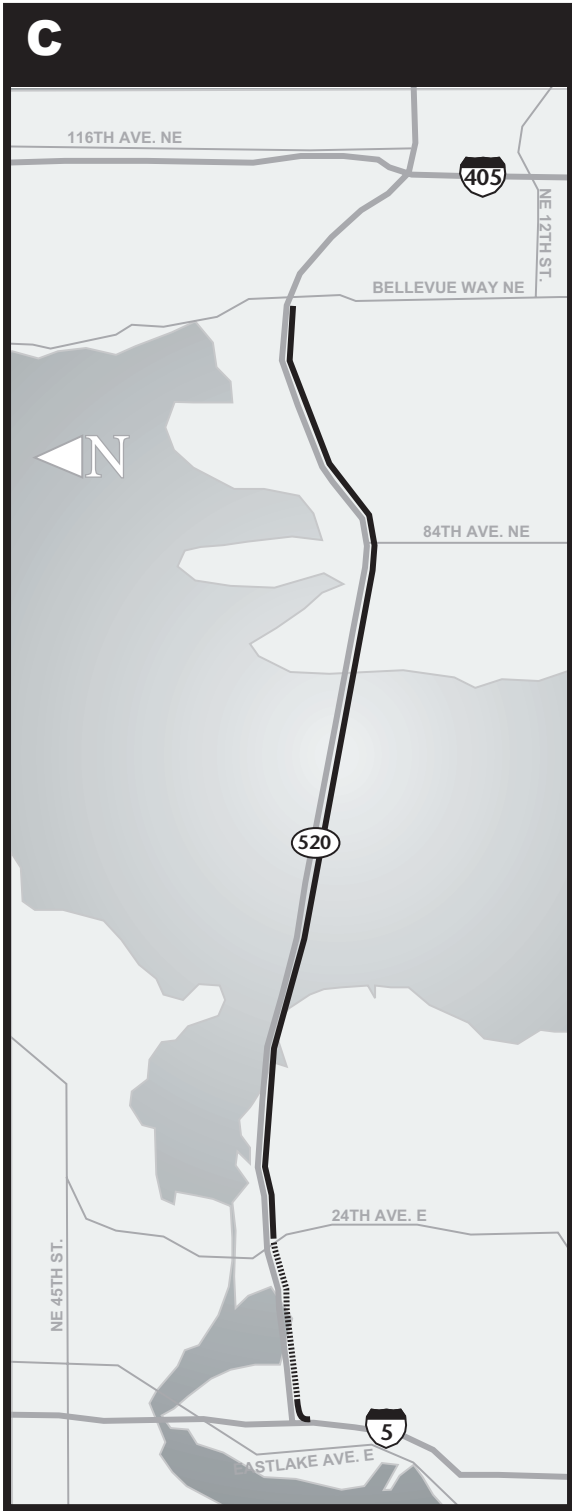
\$1,000 M *

Includes

Same as "A", plus:

Performance

Same as "A", plus:



Investment Level C

\$1,500 M *

Includes

Same as "A" and "B", plus:
Accommodates one additional HOV/BRT lane each direction between I-5 and Montlake Blvd.

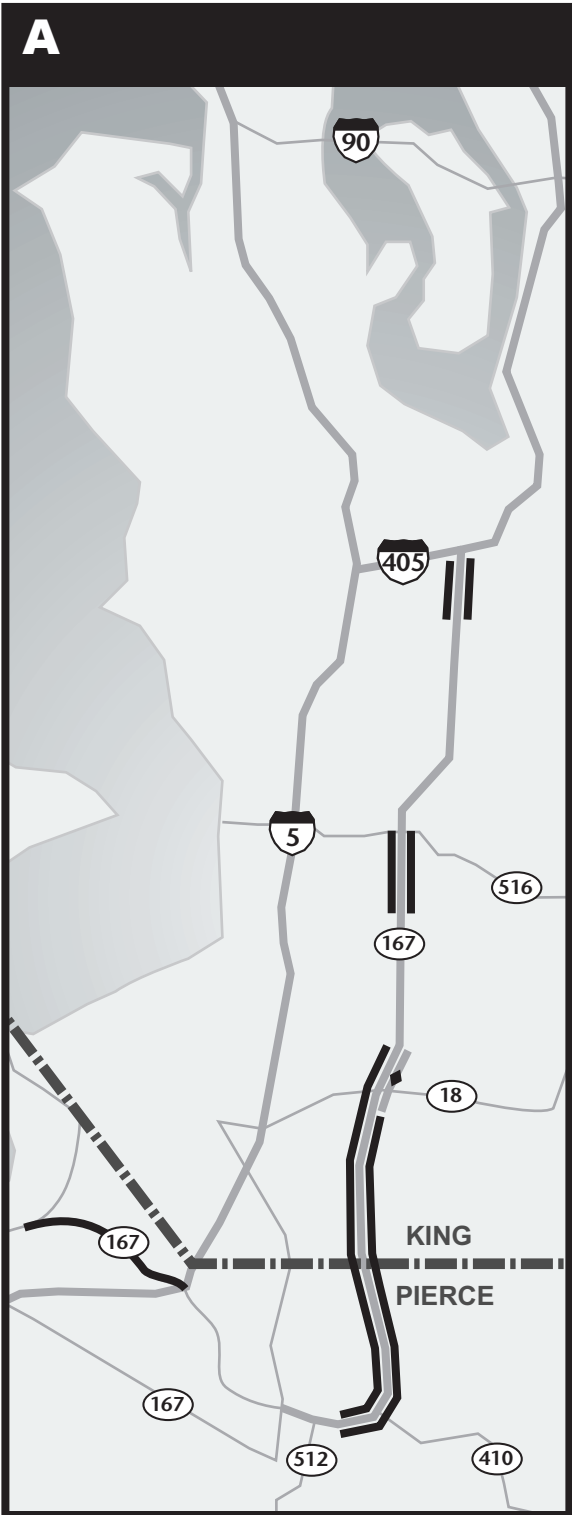
Constructs one (1) additional neighborhood connector in Seattle.

Performance

Same as "A" and "B", plus:
Reduces risk of bridge failure due to seismic event at Portage Bay. Accommodates new HOV and/or BRT each direction between Montlake Blvd. and I-5. (Provides continuing corridor improvements from I-5 to Bellevue Way.

* Investment level assumes additional \$750 - \$1,000 M for project construction from tolls.

SR 167



Investment Level A

\$140 M - King
\$637 M - Pierce

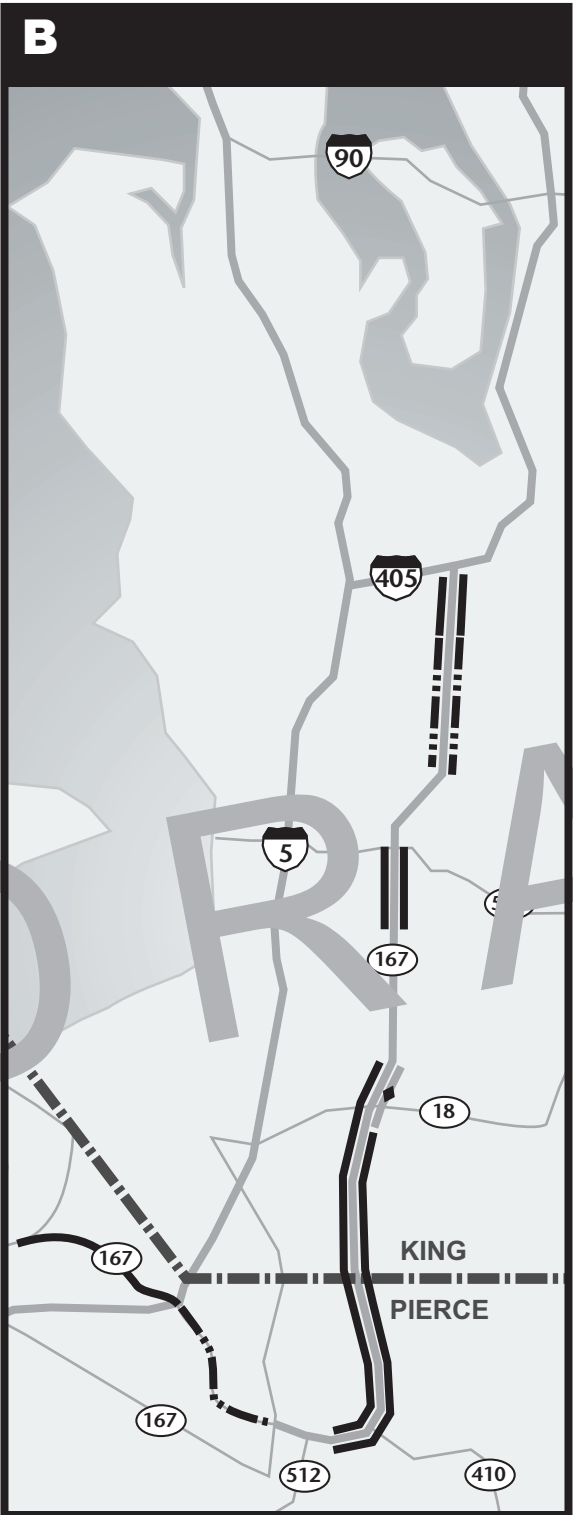
Includes

King County
Coupled with the nickel package from the legislature, constructs HOV lanes (NB and SB) from 15th St. NW in Auburn to SR 410. Constructs auxiliary lanes (NB and SB) between SR 516 and S 277th. (Improvements on SR 167 north to 180th St. from I-405 project).

Pierce County
Construction of a new four lane freeway from SR 509 at the Port of Tacoma to I-5. This project includes a major I/C with I-5. Also, begin design and right of way purchase for phase 2 of the project from I-5 to Puyallup.

Performance

Improves traffic flow through congested choke point on SR 167 in Kent. Improves traffic flow and HOV operations from Puyallup to Auburn.



Investment Level B

\$310 M - King
\$806 M - Pierce

Includes

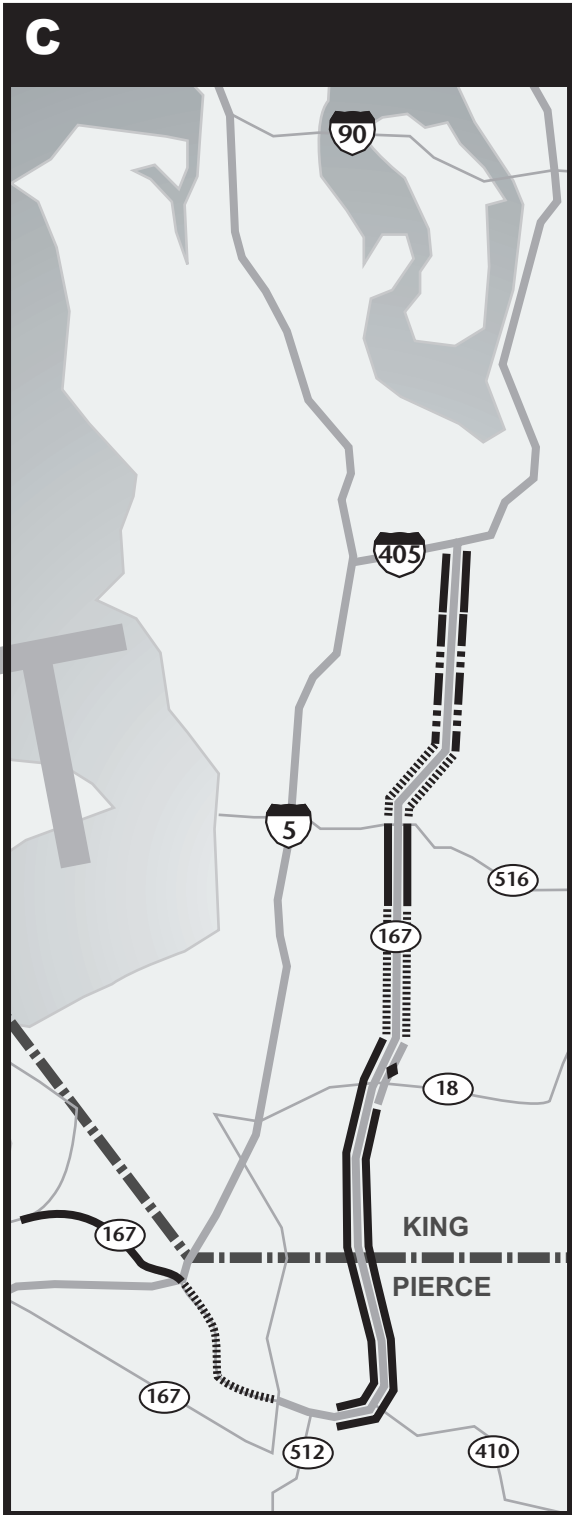
Same as "A", plus:

King County
Constructs lanes (one each direction) from 84th Ave. in Kent to S 180th in Renton (matches improvements from the I-405 project).

Pierce County
Construction of a new four lane freeway from SR 509 at the Port of Tacoma to I-5. This project includes a major I/C with I-5. Also, complete design and right of way purchase for the entire corridor and begin construction of phase 2 from I-5 to Puyallup.

Performance

Same as "A", plus: Improves traffic flow on SR 167 (NB and SB) from Kent to Renton.



Investment Level C

\$790 M - King
\$1,604 M - Pierce

Includes

Same as "A" and "B", plus:

King County
Constructs additional lanes (one NB and one SB) between SR 18 in Auburn to 84th Ave. in Kent.

Pierce County
Construction of a new four lane freeway from SR 509 at the Port of Tacoma to SR 161 in Puyallup. This project includes a major interchange with I-5. Additionally, a new I/C will be constructed at the new freeway's intersection with Valley Ave.

Performance

Same as "A" and "B", plus: Improves traffic flow on SR 167 (NB and SB) through Auburn and Kent. Provides continuous corridor improvements from Puyallup to Renton.